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10/628,745	07/28/2003	Robert J. Bengtsson	02-0222	4048
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HUGH P. GORTLER			STOKELY-COLLINS, JASMINE N	
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**Please find below and/or attached an Office communication concerning this application or proceeding.**

The time period for reply, if any, is set in the attached communication.

### Office Action Summary

**Application No.**

10/628,745

**Applicant(s)**

BENGTSOON ET AL.

**Examiner**

JASMINE STOKELY-COLLINS

**Art Unit**

2423

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --  
**Period for Reply**

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

**Status**

- 1) ☒ Responsive to communication(s) filed on 17 August 2009.
- 2a) ☐ This action is **FINAL**. 2b) ☒ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

**Disposition of Claims**

- 4) ☒ Claim(s) 1-20 is/are pending in the application.
- 4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.
- 5) ☐ Claim(s) \_\_\_\_\_ is/are allowed.
- 6) ☒ Claim(s) 1-20 is/are rejected.
- 7) ☐ Claim(s) \_\_\_\_\_ is/are objected to.
- 8) ☐ Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

**Application Papers**

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☐ The drawing(s) filed on \_\_\_\_\_ is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.  
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).  
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

**Priority under 35 U.S.C. § 119**

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All b) ☐ Some \* c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
  2. ☐ Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.
  3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

\* See the attached detailed Office action for a list of the certified copies not received.

**Attachment(s)**

- 1) ☒ Notice of References Cited (PTO-892)
- 2) ☐ Notice of Draftsperson's Patent Drawing Review (PTO-948)
- 3) ☐ Information Disclosure Statement(s) (PTO/SB/CD)  
Paper No(s)/Mail Date \_\_\_\_\_
- 4) ☐ Interview Summary (PTO-413)  
Paper No(s)/Mail Date \_\_\_\_\_
- 5) ☐ Notice of Informal Patent Application
- 6) ☐ Other: \_\_\_\_\_

**DETAILED ACTION**

***Response to Arguments***

1. Applicant's arguments, see pages 5-9, filed on 8/17/2009, with respect to the rejection(s) of claim(s) 1 and 18 under 35 U.S.C. 103 have been fully considered and are persuasive. Therefore, the rejection has been withdrawn. However, upon further consideration, a new ground(s) of rejection is made in view of newly found prior art.

Applicant argues that the cited references do not obviate including image editing software of an airplane. The examiner agrees; However, US Paten Application Publication 2002/0078458 A1 to Furon et al teaches a multimedia console that is part of a vehicle (pg. 2 sect. 0017), such as the aircraft taught by Brady. The multimedia console can accept digital images fro a USB, flash card, cell phone, PDA, and is equipped with an image processing program that can zoom in on, rotate, or otherwise transform an original image. It would have been obvious to one of ordinary skill in the art at the time the invention was made to include the capabilities of Furon's multimedia console in the in-flight entertainment system taught by Brady in order to allow a user to organize and edit photos while traveling in a vehicle for the benefit of saving the user time and optimizing the ordering process for image work (pg. 1 sect. 0004).

***Claim Rejections - 35 USC § 103***

2. Claims 1-5, 10-16 and 18-19 are rejected under 35 U.S.C. 103(a) as being unpatentable over Brady Jr. et al (US 7,114,171 B2) in view of Furon et al (US 2002/0078458 A1).

Regarding claim 1, Brady teaches a vehicle seat for supporting a passenger of a vehicle (figure 1b), said seat comprising:  
a seat frame (figure 1b);  
a video monitor mounted on the seat frame (figure 1b element 650); and  
a digital processor (LRU) operatively connected to the video monitor for processing a digital input for display as an image on the video monitor (column 9 lines 39-42).

Brady does not teach image editing software for allowing a passenger to organize and edit any one or more images from the digital input without having to connect an external image processing device to the video monitor to process the digital input.

Furon teaches a multimedia console that is part of a vehicle (pg. 2 sect. 0017), such as the aircraft taught by Brady. The multimedia console can accept digital images from a USB, flash card, cell phone, PDA, and is equipped with an image processing program that can zoom in on, rotate, or otherwise transform an original image. It would have been obvious to one of ordinary skill in the art at the time the invention was made to include the capabilities of Furon's multimedia

console in the in-flight entertainment system taught by Brady in order to allow a user to organize and edit photos while traveling in a vehicle for the benefit of saving the user time and optimizing the ordering process for image work (pg. 1 sect. 0004).

Regarding claim 2, when read in light of claim 1, Brady further teaches the video monitor is mounted on a back of the seat back for viewing from behind the vehicle seat (figure 1b element 650).

Regarding claim 3, when read in light of claim 1, Brady further teaches the digital processor includes an interface for connecting the processor to an external data source (column 15 lines 32-45).

Regarding claim 4, when read in light of claim 1, Brady in view of Furon further teaches the processor includes an interface for accepting digital images from a passenger (pg. 2 sect. 0019) and images from the passenger can be edited (by zooming, rotation, etc).

Regarding claim 5, when read in light of claim 3, Brady further teaches the interface includes a universal serial bus (USB) port (column 15 lines 32-35).

Regarding claim 15, Brady further teaches said processor (LRU) is operatively connectable to a camera remote from the seat for providing digital input to the processor (column 11 lines 32-46, where the network server program coupled to the camera is shown as part of the LRU in figure 1a).

Regarding claim 18, Brady teaches an aircraft (abstract) comprising:  
a fuselage having a passenger cabin (figure 2 suggests at least 2 passengers, column 5 lines 33-35 disclose a cabin);  
a plurality of passenger seats mounted within the cabin (figure 1b), at least one of the of seats comprising:  
a seat frame (figure 1b);  
a video monitor mounted on the seat frame (figure 1b element 650); and  
a digital processor (LRU)\_operatively connected to the video monitor for processing a digital input for display as an image on the video monitor (column 9 lines 39-42).

Brady does not teach image editing software for allowing a passenger to organize and edit any one or more images from the digital input.

Furon teaches a multimedia console that is part of a vehicle (pg. 2 sect. 0017), such as the aircraft taught by Brady. The multimedia console can accept digital images fro a USB, flash card, cell phone, PDA, and is equipped with an image processing program that can zoom in on, rotate, or otherwise transform an

original image. It would have been obvious to one of ordinary skill in the art at the time the invention was made to include the capabilities of Furon's multimedia console in the in-flight entertainment system taught by Brady in order to allow a user to organize and edit photos while traveling in a vehicle for the benefit of saving the user time and optimizing the ordering process for image work (pg. 1 sect. 0004).

Regarding claim 19, when read in light of claim 18, Brady in view of Furon further teaches the processor includes an interface for accepting digital images from a passenger (pg. 2 sect. 0019) and images from the passenger can be edited (by zooming, rotation, etc).

3. Claims 6-7 are rejected under 35 U.S.C. 103(a) as being unpatentable over Brady Jr. et al (US 7,114,171 B2) in view of Furon et al (US 2002/0078458 A1), and further in view of DeLorme et al (US 6,321,158 B1).

Regarding claim 6, when read in light of claim 1, Brady in view of Furon teaches the vehicle seat of claim 1. Brady in view of Furon does not teach said processor is configured to generate a digital travel album from the one or more images.

DeLorme teaches a processor is configured to generate a digital travel album from one or more images (column 71 lines 36-44). DeLorme's invention creates the travel album using pictures associated with locations, such as those suggested by Loui. It would have been obvious to one of ordinary skill in the art at the time the invention was made to incorporate DeLorme's teaching of creating a digital travel album by associating images with locations, with Furon's teaching of submitting orders for "image work". The benefit of combining DeLorme with Brady in view of Furon is allowing a passenger to commemorate his travels with a digital travel album created from personal photos.

Regarding claim 7, when read in light of claim 6, DeLorme further teaches the one or more images includes digital images recorded from a digital camera (fig. 1a3 el. 13: digital camera). Additionally, Furon teaches obtaining digital material from a digital camera (pg. 2 sect. 0019).

4. Claim 8 is rejected under 35 U.S.C. 103(a) as being unpatentable over Brady Jr. et al (US 7,114,171 B2) in view of Furon et al (US 2002/0078458 A1), and DeLorme et al (US 6,321,158 B1), and further in view of Brunner JR (US 2002/0067424)

Regarding claim 8, when read in light of claim 7, Brady in view of Furon and DeLorme teach the vehicle seat of claim 7, whereby a passenger can edit digital images (see analysis of claims 1 and 7).



Brady in view of Scott, Furon and DeLorme does not teach digital images recorded from the digital camera include images captured from a digital camera mounted on the outer surface of an in-flight aircraft.

Brunner teaches a camera mounted on the outside of an aircraft that can be connected to an in-cabin display for passenger entertainment (abstract). It would have been obvious to one of ordinary skill in the art at the time the invention was made to incorporate Brunner's teaching of an aircraft-mounted camera system for the benefit of providing in flight entertainment to cabin passengers by allowing them to have the same view as the pilot (pg. 1 sect. 0002). It would further be obvious to one of ordinary skill in the art to allow Furon's and DeLorme's software to access this video footage for insertion into an album for the benefit of giving the passenger access to all available photos.

Regarding claim 20, when read in light of claim 18, Brady in view of Furon teaches the vehicle seat of claim 18.

Regarding limitation "mixing personal images with content provided by the aircraft", Furon teaches accessing images from various sources in sect. 0019.

Brunner teaches a camera mounted on the outside of an aircraft that can be connected to an in-cabin display for passenger entertainment (abstract). It would have been obvious to one of ordinary skill in the art at the time the invention was made to incorporate Brunner's teaching of an aircraft-mounted camera system for the benefit of providing in flight entertainment to cabin

passengers by allowing them to have the same view as the pilot (pg. 1 sect. 0002). It would further be obvious to one of ordinary skill in the art to allow Furon's and DeLorme's software to access this video footage for insertion into an album for the benefit of giving the passenger access to all available photos.

5. Claim 9 is rejected under 35 U.S.C. 103(a) as being unpatentable over Brady Jr. et al (US 7,114,171 B2) in view of Furon et al (US 2002/0078458 A1) and DeLorme et al (US 6,321,158 B1), and further in view of Gluck (US 6,532,345 B1).

Regarding claim 9, when read in light of claim 6, Brady in view of Furon and DeLorme teach the vehicle seat of claim 7.

Brady in view of Furon and DeLorme does not teach said processor is configured to merge the one or more images into one digital image.

Gluck teaches merging images to make a single "photo-realistic sheet" using software (col. 6 ll. 21-23). It would have been obvious to one of ordinary skill in the art at the time the invention was made to incorporate the photo merging technique taught by Gluck into the in-flight entertainment photo editing software taught by Brady in view of Loui and DeLorme for the benefit of creating a photo souvenir that incorporates both the scene/event/location and the viewer when it is not possible to capture the viewer and the scene/event/location in the same shot at the time the picture was taken (col. 1 ll. 22-40).

9. Claims 12-13 are rejected under 35 U.S.C. 103(a) as being unpatentable over Brady Jr. et al (US 7,114,171 B2) in view of Furon et al (US 2002/0078458 A1), and further in view of Weinberger et al (US 6,813,777 B1).

Regarding claim 10, when read in light of claim 1, Brady in view of Furon teaches a vehicle seat in accordance with claim 1, further comprising a camera operatively connected to said processor (Brady's LRU) for providing digital input to the processor (Brady column 12 lines 44-46 disclose an input camera coupled to a audio/video controller. Column 10 lines 55-57 state the video controller is included in the LRU), whereby a passenger can edit digital images (see analysis of claim 1).

Brady does not disclose that camera is mounted on said seat frame.

Weinberger teaches a camera mounted adjacent to a set display that views the passenger (col. 11 ll. 14-16). It would have been obvious to one of ordinary skill in the art at the time the invention was made to mount a camera to a seat where it can view a passenger for the benefit of providing teleconferencing abilities to passengers (col. 11 ll. 14-16).

Regarding claim 11, limitation "wherein the digital camera is mounted on the rear surface of the seat back for recording images of behind the vehicle seat" is further met by the combination of Brady in view of Furon and Weinberger. Weinberger teaches a camera mounted adjacent to a set display that views the

passenger (col. 11 ll. 14-16) and Brady teaches the display is on the back of a seat.

Regarding claim 12, Brady in view of Furon teaches a vehicle seat in accordance with claim 1.

Brady in view of Furon does not teach a control device operatively connected to said processor for controlling operation of said processor.

Weinberger teaches a control device (figure 7d, on sheet 8 of the drawings) operatively connected to said processor for controlling operation of said processor (column 31 lines 43-49, where the audio-video unit Weinberger's controller interfaces with is analogous to the audio/video controller that Brady discloses as part of his LRU in column 10 lines 55-59 of his disclosure). It would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the system taught by Brady to incorporate the remote controller taught by Weinberger for the benefit of a more convenient and comfortable control device for the user that would eliminate the need for the user to reach for a control interface situated farther away.

Regarding claim 13, when read in light of claim 12, Weinberger further teaches said control device comprises a remote control device (fig. 7d, on sheet 8 of the drawings) operatively connected to said processor by an electromagnetic signal (column 31 lines 43-64, where the audio-video unit Weinberger's controller

interfaces with is analogous to the audio/video controller that Brady discloses as part of his LRU in column 10 lines 55-59 of his disclosure).

Regarding claim 17, when read in light of claim 1, Weinberger further teaches a processor operatively connectable to a transmitter for sending information output by the processor to a location remote from the vehicle. Weinberger teaches an in-flight entertainment system that allows voice and data communication between passengers on-board an aircraft and people and computers on the ground (Col. 7 ll. 13-21). It would have been obvious to one of ordinary skill in the art at the time the invention was made to incorporate the capabilities taught by Weinberger with the in-flight entertainment system taught by Brady in view of Furon for the benefit of allowing passengers to communicate with friends, family members, or business associates while on a flight.

10. Claim 14 is rejected under 35 U.S.C. 103(a) as being unpatentable over Brady Jr. et al (US 7,114,171 B2) in view of Furon et al (US 2002/0078458 A1), and further in view of Dittmann et al (US 5,239,376 A).

Regarding claim 14, Brady in view of Furon teaches a vehicle seat in accordance with Claim 1 as analyzed above.

Brady in view of Furon does not teach said processor is operatively connectable to a printer for printing images.

Dittmann teaches including a printer to print out still images captured by a surveillance camera (column 3 lines 14-18). It would have been obvious to one of ordinary skill in the art at the time the invention was made to include a printer with image-printing capabilities in the system taught by Brady for the benefit of producing a hardcopy of any images taken for any potential security breaches, or to have a record of passengers on a flight.

11. Claim 16 is rejected under 35 U.S.C. 103(a) as being unpatentable over Brady Jr. et al (US 7,114,171 B2) in view of Furon et al (US 2002/0078458 A1), and further in view of Rivera (US 2002/0124260 A1).

Regarding claim 16, Brady in view of Furon teaches a vehicle seat in accordance with Claim 15 as analyzed above.

Brady in view of Furon does not teach the camera is mounted on an exterior surface of the vehicle.

Rivera teaches a camera is mounted on an exterior surface of a vehicle (figure 2 element 14). It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine Rivera's teaching of mounting a camera on the outside of a vehicle with the airplane disclosed in Brady for the benefit of photographing weather conditions, or providing an expanded view of the airplane's surroundings for better navigation.

***Conclusion***

Any inquiry concerning this communication or earlier communications from the examiner should be directed to JASMINE STOKELY-COLLINS whose telephone number is (571) 270-3459. The examiner can normally be reached on M-F 9:30-5:30 EST.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Andrew Koenig can be reached on (571) 272-7296. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/Jasmine Stokely-Collins/  
Examiner, Art Unit 2423

/Andrew Y Koenig/  
Supervisory Patent Examiner, Art Unit 2423